

Oxford Democrat.

No. 35, Vol. 4, New Series.

Paris, Maine, Tuesday, January 7, 1845.

Old Series. No. 45, Vol. 13.

OXFORD DEMOCRAT,

PUBLISHED EVERY TUESDAY, BY

G. W. MALL.

EDITOR AND PROPRIETOR.

TERMS.—One Dollar and Fifty Cents in advance. Advertisements inserted on reasonable terms;—the Proprietor not being accountable for any error beyond the amount charged for the advertisement. A reasonable deduction will be made for cash in advance.

Book and Job Printing

EXECUTED WITH NEATNESS AND DESPATCH.

POETRY.

THE ELF-KING.

Who rideth so late through storm and night?
A father it is with a burden light!
He saith carries a boy on his arm—
He presses him firmly, he keeps him warm.
"My son, thou hidest thy face in fear!"
"O father! needst not thou the elf-king near?
Seest not thou the elf-king with sceptre and crown?
My son, 'tis a shadow upon the dowa."

"Thou lovely child, come go with me,
For the beautiful sports will I play with thee;
With my pretty garden flowers thou wilt live,
And glittering clothes will my mother give."

"My father, my father, and dost thou not hear
What the elf-king whispers so low in my ear?"
"Be quiet, be quiet, my darling child,
'Tis the dry leaves rustling in the wild."

"O beautiful boy, with me go?
My daughters shall all their treasures show;
My daughters shall round thee their night-watch keep,
And rock thee, and dance thee, and sing thee to sleep."
"My father, my father, and see'st not thou there
The elf-king's daughters with long black hair?
My son, my son, I see well enough—
'Tis the old gray willow, with weeping bough."

"I love thee, I joy in thy countenance bright,
And if thou'rt willing, I'll use my might."
"My father, my father, I'm hurt! I trow
The elf-king's hand is laid on me now!"

Now swift rides the father with terrors alarms,
He holds the horror-struck boy in his arms;
He reaches his court-yard with labor and dread—
In his father's arms the boy was dead.

ALL THINGS PERISH SAVE VIRTUE.

Sweet morn—so cool, so calm, so bright.
The bridal of the earth and sky,
The dew shall weep thy fall to night,
For thou must die.

Sweet rose—whose fragrance now I crave,
To glad mine sense and joy mine eye,
Thy root is ever in the grave,
And thou must die.

Sweet spring—so full of sunshine and showers
It makes the weary spirit sigh
To think, with all their herbs and flowers,
That thou must die.

Sweet music—o'en the lovely song,
Which from my harp in window high
Is floating on the breeze along,
E'en thou must die.

And all the bright and glistening train
Of stars that stud the deep blue sky,
Must they all perish—none remain
To glad the eye?

And vales, and folds, and rushing streams,
And mountains that invade the sky,
Are they as useless as our dreams?
And they must die?

And all that's beautiful and fair,
On nature's face—joy's melody,
That makes sweet music of the air,
All, all must die!

A man, frail form of senseless clay,
Though now his glance is proud and high,
Perchance, upon this passing day
He, too, may die!

But the bright soul! that, shrouded within—
The quenchless light in mortal form—
Though dimmed by misery and sin,
Defies the worm.

When all the stars shall fade away,
And suns in their own blaze expire,
And trackless comets cease to stray
With wandering fire—

That soul shall ever live, not know
The lapse of time, but dwell on high
And share—in endless joy or woe—
Eternity.

Montreal Railroad.

Memorial of the Committee to the Legislature.
To the Honorable the Senate and House of Representatives of the State of Maine, in Legislature assembled on the first Wednesday of January A. D. 1845.

The undersigned were selected as a committee to memorialize your body as the Representatives of the people of Maine and the constituted guardians of the public weal, on a subject, believed to be more intimately connected with the importance of our State, than any which has yet engaged the public attention. In performing this duty they pray you to be assured, that however explicitly and earnestly they may press upon you a favorable consideration of their own views, they never can lose sight, in expressing those views, of the respect and deference, they owe the Representatives of the people.

The geographical position of Maine, in regard to the rest of the Union, is most unfavorable to her influence and importance as a member of it. The extreme portions of all the great empires suffer in comparison with the more central portions, unless there be some special controlling circumstances to counteract this tendency in particular cases. The conviction has been forced, it is believed, upon the mind of every observing man,

that our State is no exception to this common lot. Fortunately the people of Maine, under God, have the control of their own destinies in their own hands. They have only to will it and Maine will become, not only one of the most rich, populous, productive and flourishing States of the Union; but from special controlling circumstances, to which we shall refer, will become also one of its most important and influential members.

The undersigned would not presume upon your indulgence by going largely into details, however interesting; but they would respectfully solicit you to cast your eye over the map of Maine, and to call to mind the rich natural resources of the State. Consider its rivers, its streams, its water-power, its harbors, its shipping and fishing interests, its forests, its mineral productions, its valleys for corn, its "cattle on a thousand hills." We have moreover an active, industrious, enterprising and intelligent people, capable of availing themselves of those immense resources, if the necessary facilities were within their reach and sufficient encouragement held out to them. Give the farmer a good market for his productions, and enable him to get them to that market at a trifling expense, and he asked for no bounties or favors. Where there are no other facilities for getting to market, but the common roads, and the distance there is considerable, farmers of moderate and limited means must always remain so. They have no encouragement to attempt to do more, than live from year to year; for the expense of getting to market any surplus they could raise, would, perhaps, more than absorb the whole. But, give to the farmer the facilities offered by modern discoveries and improvements; and, though his farm be a hundred miles distant he can realize, in many cases, within a meretricious trifling the same price at his own door, that could be obtained by him at the market itself. His farm more than doubles in value; for the depressing effect of its remoteness from the market is contracted through the instrumentality of the rail road. Nor do the advantages resulting to him, stop here. The same facilities which enable him to sell at advanced prices, also enable him to obtain his supplies at a cheaper rate. So sensible are the intelligent farmers of Massachusetts and Vermont of the immense value of rail roads to the agricultural interests of the interior, that in some towns, as it is said, they have taken nearly stock enough to build the rail road through their towns. In New Hampshire also this same spirit is awakened; and the farmers there are giving evidence that they too understand their own interest.

But the beneficial influence of rail roads is not confined to the agricultural interest. The seaboard and towns on navigable waters have by means of seaports the shipping interest, and steamboats navigation as a substitute for rail roads. Hence on the seaboard rail roads may be dispensed with in many cases without much inconvenience. But the steamboat of the interior is the rail road train. The rail road into the interior gives value to that, which before was an incubus, or useless to its owner. It stimulates industry by insuring its reward. It renders accessible remote interior water privileges; and builds up villages, where otherwise there would be a desert. It brings to light and develops resources, that otherwise would forever have lain hidden, or dormant. In no one branch of modern improvement, have the calculations of theory been so varied from the result of actual experience, as that of rail roads. It was supposed that the advantages would be confined almost exclusively to the commercial, the travelling, and the non-productive classes of the community; and that the farmers and mechanics, the laboring and producing classes would derive a very little benefit from them. Experience, however, has proved, that the very reverse is the truth. It is the rail road, that places all on a level, that revives and stimulates industry, that furnishes facilities and encouragement to labor and production, and distributes and equalizes, within the sphere of its influence, their advantages and profits.

As they have called your attention to the map of this State, the undersigned would also respectfully invite you, to cast your eye on that of the contiguous British Possessions—and more especially, on the map of the Canadas in connection with the map of Maine. The favorable position of Montreal for a great Commercial city is too apparent to need illustration. That city has become the seat of Government of Canada, and is the Metropolis of the Province. She sits at the head of navigation from the sea, on the outlet of the lakes of the west, with which she is surrounded; she has a ready and safe water communication by means of a magnificent canal. The approach to Montreal from the sea by the river St. Lawrence is somewhat difficult and dangerous even in the summer months; but for more than six months of the year, it becomes impossible by reason of obstruction from the ice. Hence it is apparent, that a more ready, and direct, and shorter channel of intercourse with the mother country, one free from obstruction at all seasons of the year, must be desirable and that too not only to Montreal, but to the whole province of Canada, and to the mother country itself both in a commercial and a political point of view. It would even seem necessary to the protection of the special as well as the commercial interests of Montreal and the Canadas. The enterprising and sagacious merchants of New York and Boston, are converging and preparing to divert from Montreal and draw off to themselves as far as practicable, the natural trade of the lakes, by trapping the long line of intercommunication at Ogdensburg, at Buffalo, and at the afford attractions and facilities, that are inconsistent with her purpose and policy; for even Massachusetts

might be in danger in due time, of losing her predominance in New England, from the rising fortunes and importance of Maine. Let a rail road be constructed, connecting the Atlantic and St. Lawrence at Portland and Montreal, and Maine becomes at once the grand thoroughfare of the Canadas. In this great enterprise the interests of Maine on the one part and of Canada on the other, are mutual and reciprocal advantages, each within its own limits would enjoy advantages peculiarly its own; and Maine especially would reap benefits from it, that the most sanguine of statesmen can scarcely estimate. Maine as a member of the Union, has received some lessons. It is hoped she has not received them in vain. She has learned at her cost, that she must look out for herself, and study her own interest; and that if she does not take care of her own interest, her interest will not be cared for. Her natural resources are immense; but she needs capital judiciously applied to make those resources available. Let her by a wise and liberal policy invite to her aid capital from abroad. Let her Legislature give all these guarantees that a discreet and cautious man could reasonably ask. Let the faith of the State as pledged by the Legislature, be head of Lake Erie, by means of canals and railroads already built or now building, or in contemplation; and to divide with her afterwards the balance of the trade which may still flow to Montreal by having a direct intercourse with her. To defend herself against this draining and exhausting process, the most natural and the most effectual measure would seem to be a rail road connecting in the shortest most eligible route, the St. Lawrence and the Atlantic. Looking at the map with a view to such an object, it is apparent at a glance that the nearest point, at which the Atlantic approaches Montreal, is Portland. If again the eye be cast Eastward towards Cape Sable it is apparent that Portland is not only more than half the distance from Cape Sable to Montreal, but is in almost a direct line between the two places. According to one of the most carefully compiled maps extant, that of Mr. Tiers published by order of the British House of Commons in June 1827,—the distance in a direct line from Cape Sable to Portland is about two hundred, and the distance from Portland to Montreal about one hundred and eighty five geographical miles. It results then, by accurate mathematical calculation, that the distance from Montreal to Cape Sable by way of Portland exceeds by twenty miles only the distance from Montreal to Cape Sable by a direct line. These facts would seem to demonstrate, that, provided the harbor of Portland is a suitable one, and the country between Portland and Montreal is favorable for the route of a rail road, that route has most striking and decided advantages over any, and all others. As to the character of Portland Harbor, its suitability as a seaport, its easiness of access, its freedom from obstruction by ice in the winter season, the undersigned beg leave to refer to the copy of a letter from a highly intelligent and respectable committee of the Portland Marine Society, a society, constituted of experienced practical ship-masters, which accompanies this memorial.

Your memorialists would further represent that the route from Montreal to Sherbrooke, the principal town in the eastern townships of Canada, distant about ninety-one miles from Montreal in the general direction of Portland, has been carefully examined, and found to be highly favorable for a rail road—that several routes have been named and partially explored leading from Portland, so as to meet the route through Sherbrooke to the Canada line, all of which have been favorably spoken of—that one particular route has been reconnoitered by James Hall, Esq., and is pronounced by that skillful and practiced Engineer, to be uncommonly favorable and the most in accordance with the public interest, as an open question, to be determined hereafter, on careful explorations and surveys, and in view of all those considerations, which ought to govern in deciding there it. But to remove all doubt, that at all events there is at least one such favorable route, the undersigned beg leave to quote the following passage from Mr. Hall's report, a copy of which accompanies this memorial, and to which they respectfully refer. "Sufficient," says Mr. Hall, "has been accomplished by this reconnaissance to satisfy me of the entire feasibility of constructing a rail-road to the boundary, and thence to Montreal; and that with less difficulties than have been encountered on other roads in our country of equal extent. And I do not hesitate to say, according to my judgment and experience, that no rail road in this country has yet been constructed, of a length equal to the distance from Montreal to Portland, where, taking one part of the route with another, the laying of the land is so favorable, the obstacles and difficulties are so few, and so easily to be overcome, and the facilities and means of construction so cheap and near at hand, as is the case, in these respects, of the route of a rail-road from Portland to Montreal. No Engineer can pass over the distance without being struck with the favorable conformation of the face of the earth, and courses of the streams—with the passes among and through hills, and across mountain ranges, which nature has prepared beforehand, ready for the industry and enterprise of man to complete the work. Only two serious obstacles are to be found in the whole distance. These, on careful examination, will prove to be less serious than they appear and would be naturally supposed."

In his supplemental report, Mr. Hall estimates the whole expense of the road, from Portland to the line of Canada, including the right of way, depots, workshops, engines, and other appendages, at the sum of two and a half millions of dollars. To show to the legislature and to all who may take an interest in the subject what degree

of reliance may justly be placed on those estimates, we take the liberty to quote the following extract from a letter of D. A. Neal, Esq., President of the P. S. and P. Rail Road Co., to Geo. T. Patten, Esq., dated Dec. 22, 1843.

"I take the liberty to introduce to you, James Hall, Esq., of Portland, an Engineer well known in Maine, and in whose capacity and integrity I have the fullest confidence from an intimate acquaintance with him during his engagement on the P. S. and P. Rail Road, the original survey of which was made by him and one division of it constructed under his immediate direction. Mr. Hall's estimates of this division correspond remarkably well with the accurate results, and no better piece of road can be found in the country. This is a practical recommendation which practical men will consider the best that can be given."

It appears from Mr. Hall's report, that with all the deviations from a straight line, in the general direction of the route of which he speaks, in order to keep on favorable ground, or to avoid obstacles, or to meet the public convenience, the whole length of the route from the Atlantic at Portland, to the St. Lawrence, at Montreal, is less than two hundred and fifty miles—less than a single day's journey by rail road. Your memorialists also learn from the most satisfactory sources, that the distance from Montreal to Boston, by rail road through Portland, would be nearer by some twenty or thirty miles, than the distance from Montreal to Boston by any other practicable rail road route. But the route through Portland does not fall within the scope of the policy of Boston. Her purposes and views can only be subserved by a different route, a route through Concord, or in any other direction than that through Portland. The seaport and harbor of Portland, sacred even to the extent of never settling up or attempting to enforce a doubtful claim of power or right. Let her Legislature, rising superior to all sectional and personal considerations, continue steadily to pursue this course of policy, and before the present generation shall have passed away, Maine will have that position among her sister States, to which her extent, her varied and abundant resources, and the enterprise and energy of her people entitle her to aspire.

It is with views and sentiments such as these, that your Memorialists present themselves before you in behalf of their fellow citizens, for the purpose of praying the Legislature to grant them and their associates a Charter for the establishment and construction of a Rail Road connecting the Atlantic Ocean and the river St. Lawrence, and leading from Portland in the general direction of Sherbrooke and Montreal to the boundary of Maine.

W. P. Preble, Charles Cobb,
Josiah S. Little, Thomas Hammond,
George Turner, Augustine Haines,
John Anderson, Charles E. Barrett,
John B. Brown, John Neal,
John Dow, Phineas Barnes,
William Kimball, Charles Q. Clapp,
St. John Smith, Eliphalet Case,
Franklin Thinhham, Abner Shaw,
John Mussey, W. E. Greeley.
Portland, Dec. 24, 1844.

Letter from a Committee of the Marine Society referred to in the Report.

PORTLAND, Dec. 19, 1844.

GENTLEMEN:—Your letter of the 16th instant, addressed to the Portland Marine Society, was laid before them at their annual meeting on the 17th instant, and was referred to the undersigned as a committee for the purpose of answering your enquiries.

In our opinion, Portland Harbor is of much easier access and less dangerous than Boston Harbor to run for in any season, and particularly in winter when N. E. snow storms are prevalent.

If near the land and overtaken with a snow storm and thick weather with the wind from E. N. E. to N. E. and it becomes necessary to haul off, you have sufficient room for a long drift, say from eighty to ninety miles to Cape Cod, and if it is possible to carry storm-sails, you will have a much longer drift.

Not so in such a storm in Boston Bay, where you have land on both sides. We consider no Port in the United States more difficult of access than Boston Harbor with an Easterly gale and thick weather. Should you make the land, perhaps you would not know what part of the coast it is. And the least mistake would prove fatal; for being so far up the Bay it would be difficult if not impossible to extricate your ship.

As regards the Harbor of Portland being closed with ice, we learn, from Capt. L. Moony, of the Observatory, that for the last thirty years the entrance to the Harbor has not been obstructed but twice, and at no time has it been so obstructed, but what good anchorage could be had within two miles of the city.

The least depth of water at high-tides is seventeen feet and that only for a small space, the remainder of the channel has from four to five fathoms at low water. The average flow of tides is nine feet.

The Harbor of Portland is undeniably one of the best on the eastern coast, on account of its easy access, and safe anchorage. In consequence of which there are no pilots required—every master is considered competent to take his vessel out and bring her into this excellent harbor, by night or day.

It is the opinion of the committee and also of Capt. L. Moony, who has been a strict observer of the harbor relative to ice in the winter months for thirty-seven years, that it may be kept clear as far up as the wharves for \$50 per year.

The difference of distance from Cape Sable to

Boston Light and Portland Head is forty-seven miles in favor of Portland. The distance from Portland Head to the city is three miles and from Boston Light to that city is nine miles.

Enclosed is a small chart showing the relative situations of Boston and Portland and the courses and distances of each from Cape Sable.

L. WEEKS,
SAMUEL ROBINSON,
JOEL HALL.

CUT AND COME AGAIN.—A lady passing through Chateaux street yesterday, (says the New-Orleans Picayune,) whose dress in diversity of hue and richness of coloring, resembled a peripatetic flower-pot, dropped, unknown to herself, from her bonnet, a snow white plume. A gallant with a taste of wit on his chin as large as that on the scalp of a Crow Indian, who saw it fall, hastened to pick it up. Presenting it to her, he said—
"Madam, you have lost your wit; permit me to restore it to you. Easy your wit, madam; because you know Pope says—

"A wit's a feather—
Ha! ha! ha!" and he laughed at what he assumed to be his own smartness.

"Yes, sir," said the lady, taking her plume, from him, "and the same author remarks, in connection with your quotation, that—

"A fool's a rod—
Now, excuse me, sir, if, while, thanking you for my plume, I cannot compel me to say that I look upon you as the greenest kind of a sapling!"

A GREAT ONE.—"Jim! yot pollytics is dat vine creeping all about dare?"
"Gosh, Sambo, you ask simptuous questions; dis morning. Guess it may be a Shimmykrat?"

"No."
"Vig, den."
"Not dat, neither, Jim. It's neutral—kase don't you see it's on de fence!—Yah! yah! yah! dot you dis time, snowball!"

KILLING DONKEYS.—RATHER SEVERE.

When Mr. Mitchell Seales was last at the Lakes, a young Oxonian, at the ordinary at Bowness, thinking to raise a laugh at Mr. S. expense, accosted him thus:—
"I believe, sir, you once killed a donkey?"
"Yes," said Seales, "and I may take it into my head to kill another."

MAKING IT BRIGHT.—An attorney, about to furnish a bill of costs, was requested by his client, a baker, "to make it as light as possible."

"Ah!" replied the attorney, "that's what you may say to your foreman, but it's not the way I make my bread."

BEATING THE DEAD MARCH.—The evening before Dr. Calhoun died, his physician feeling his pulse with much gravity, and observing that it beat more even than upon his last visit.

"My dear friend," said he, "if you don't already know, or have not a technical expression for it, I will tell you what it beats,—it beats the dead march."

A BULL—NOT BAD.—Two Irishmen were walking through the Zoological Garden, Dublin; when they stopped to look at a bear.

"Sure enough," said one of them, "I should not like to meet half-a-dozen of these running after me."

IN BALTIMORE on Friday, an aged woman who was found dead in her bed, was buried in "Potter's Field." On Monday, the grave was found with the corpse of an infant therein—the body having been taken away, by a resurrectionist, it is supposed. Where the infant came from or how it got there, could not be ascertained.

It is remarkable that Cromwell had no fear of the pen. He said, "The government that cannot stand paper shot deserves to fall. Napoleon, on the contrary, when all Europe trembled at his sword, lived in daily fear of the piercing point of Madame de Stael's pen."

POETICAL.—An elderly lady, wishing to be romantic, gave the following description of an evening: "The night," said she, "was beautiful and the moon made it as light as a feather!"

THEY have queer modes of expression "Out West." A lover calls his mistress a jews'hop of delight and a healing plaster for pain in the breast. A dealer in shell fish advertises that his oysters are as fresh as a young man just out of the country, and go down as sleek as Goliath when killed by a sling.

A Western paper says, "the ladies are the only sovereign we own in this country;" upon which the Picayune remarks, that the owner of one of these sovereigns is very apt to have small changes.

"I am a broken man," said a poet one day. "So I should think," was the reply, "for I have seen your pieces."

"Have you any hard soap, sir?" asked an old lady of a grocer the other day. "We have some Castile soap if that is hard enough, madam!"

Somebody pithily says, that difficulty is like a panther; look it steadily in the face, and it cowers and turns away.

The False Light.

"A wreck! a wreck!" is the most tremendous sound to a wretched mariner in the howling midnight tempest. But strange as it may seem, there have lived men, even in this country, who have made it their profession to lure vessels to destruction in stormy weather, for the sake of plundering the wrecks. One of the means resorted to for such a guilty purpose, was that of attaching a lantern to a horse, and leading the animal about the shore, to deceive seamen into the belief that they were approaching a vessel under sail. The atrocious expedient was often successful. The devoted crew dreamed not of their danger until warned of it, too late, by the moaning breakers that burst upon them from the shore; and the vessel speedily became the prey of ruthless barbarians, who to secure themselves immunity in their plunder, often murdered those who escaped drowning.

In a small hovel, on the craggy shore of a deep and dangerous bay, dwelt one of these wretches whose name was Terloggan—an old hardened desperado, who united in himself the fisherman, the smuggler and the wrecker, but the last was his favorite occupation; and such was the confidence of his companion in his experience and capacity, that he was usually appointed their leader, and rarely failed in his office. His wife, too, encouraged him, and not unfrequently aided him in his iniquitous exploits. Disgusted with the wickedness of his parents, their only son left his home in early life, and sought to obtain an honorable subsistence as the mate of a West India trader.

It was a period when a long and profitless summer and autumn had nearly passed away, that Terloggan, like the vulture, ever watchful of his prey, was more than usually observant of the signs of the heavens; nor was any one more capable than himself of discovering the distant indication of a tempest. Nature had for several months worn a placid and most encouraging aspect. The soft and azure sky seemed to rest upon the transparent sea and the slowly extending waves swept with a slow murmuring along the shining sand of the deep bay, with a wild and monotonous splashing that seemed to strike like the voice of a prophecy upon the ear. No more hateful were the glorious beams of the orb of day to the fallen Lucifer, than was this quiescent state of nature to the dark mind of Terloggan. In his impatience he cursed the protracted season of tranquillity, and hailed the approaching period of storms as more congenial not only to the gloomy temper of his soul, but to his interests. At length he saw with a smile of savage satisfaction the sun sink in angry red beneath the dim and cloudy horizon; heard with exultation the hollow murmuring of the winds and beheld the blackening waves rising in fury, and hasting the lofty rocks with their ascending spray. As the night advanced in chaotic darkness, the horrors of the tempest increased, and long and loud blast of the contending elements rung upon the ear like the death knell of a departing soul. "Now is thy time," ejaculated the old hag, his wife, "go thy ways upon the cliffs; there's death in the winds." Terloggan speedily equipped himself, and ascended a steep promontory at the entrance of the bay. The usual expedient was resorted to, and he soon observed a light at sea, as in answer to his signal.

His prey seemed in his grasp. The light evidently approached nearer; and before an hour had elapsed, the white close reefed sails of the vessel could be dimly discovered through the darkness, and the appalling cry of the seamen at the discovery of their danger distinctly heard. Signal guns of distress were immediately fired, and the commands, "All hands on deck!" and "About ship!" were vociferated in wild despair. Every exertion was made to steer the vessel from shore, but the redeeming moment was completely embayed, and neither strength nor skill was of any avail in averting her impending fate. In a few minutes a tremendous crash announced the horrid catastrophe, and the last flashing signal revealed for a moment a scene too horrible to be described. The stranded vessel, hurled repeatedly against the jagged rocks soon parted, the waves dashing over her hull with resistless fury, bearing to the shore the scattered cargo, broken pieces of wreck, and the tattered rigging; while the mingled shrieks of the drowning blended with the roar of the conflicting elements, rose upon the ear like the despairing cries of an army of dying Titans.

There was one, however, in whose eyes such a scene was joyous—in whose ears such sounds were melody—and that being was Terloggan. He waited impatiently until the storm had somewhat abated, and when silence began to indicate that the work of death was well nigh over, he descended the well known cliffs to dart upon his prey. Unmoved by the horrid spectacle, (for the moon had broken from the clouds by which she had before been concealed,) he stood awhile gazing upon the scene of desolation around him as if at a loss where first to begin his work of rapine. But to his surprise and momentary dismay, there was yet one living soul on board, who should he survive, would interpose between him and his hard-earned booty, and who was loudly supplicating his assistance. To despatch the unhappy creature in his exhausted and helpless condition, was a resolution no sooner formed than executed. While he was appearing to aid his escape from the jaws of death, one stroke of his hanger laid him a livid and mutilated corpse upon the sand before him. Terloggan then rifled the pockets of his victim, took a ring from his finger, and laden with the most portable articles of plunder, retraced his footsteps to the hut.

"What luck?" exclaimed his fiendlike helpmate as he crossed the threshold of the door. "Never better!" rejoined Terloggan, pointing to his booty. He then described the success of his stratagem, without even concealing the particulars of the murder; after which he displayed some pieces of gold coin, and the ring which he had taken from the stranger. "Give me the light, said the hoary villain. The hag obeyed. But no sooner had he examined the ring, than he recognised its form and certain marks upon it. His countenance changed, and with a groan of agony, he quickly handed it to his wife. She knew too well from whose hand it had been taken, and after glancing at it for a moment, yelled out with supernatural energy—"Oh, my

son! my son! my poor son!" and fell senseless at the feet of her husband. Terloggan endeavored to master his feelings until the fact should be ascertained.

He rose with the dawn, and hastened to the spot where he had left the murdered corpse. It was indeed his son. The stroke of retribution had been complete. Overwhelmed with despair and stung by remorse, to which his heart had ever before been impervious, he determined on self-destruction. A few days afterwards, his mangled body was found among the rocks, and was interred on the spot where he had perpetrated his last deed of blood. His wretched wife perished a few weeks afterwards by the fall of her hut, occasioned by one of those dreadful storms which she and her savage helpmate had so frequently invoked.—Sheet Anchor.

OXFORD DEMOCRAT.

PARIS, JANUARY 7, 1845.

HON. GEORGE EVANS.—The Report that Mr. Evans, intends to quit the Senate and enter upon the practice of Law in New York, receives some credence from his friends in this State. The Bangor Courier says that "it may not be fully settled that he will immediately leave the Senate, yet, we have no doubt it is his desire." "Should he remain, it will unquestionably be at the sacrifice of his personal feelings and his pecuniary interest." It says further that it will be a great loss to the Country, to have Mr. Evans leave the Senate, especially as his place will in no way be as well filled by any man likely to be chosen from this State.

We enter our entire dissent to all such talk as this in relation to Mr. Evans. If we had never seen Mr. Evans, or heard him, but merely read his speeches on various subjects, we might in some respects think with the Courier. But having seen and heard him, we do not believe he intends to leave the Senate, while he can remain there; nor do we believe that it would be for his personal interests to do so. And as to his place not being filled with as good a man so far as talent and capacity is concerned we have many gentlemen, in our ranks who would be more than his equal after having had the same opportunity; and in moral worth, they would be far his superior.

Texas Question in Missouri. Resolutions favorable to the immediate Annexation of Texas, have been passed by a caucus of the Democratic members of the Legislative. They have been introduced into the Senate and House, and at the last accounts were undergoing discussion.

The purport of these resolutions is, 1st. That Annexation has been demanded by the people.—2nd. That Texas is Independent and Free.—3rd. That She has the ability to maintain her independence. 4th. That She has a right to transfer her territory to any other power. 5th. That the people of Missouri prefer that the Territory should be annexed, without regard to Slavery—a question which should be settled by the people, who may now, or hereafter occupy the territory. 6th. That the Annexation of Texas is essential to the interests of the United States. 7th. That our Senators, in Congress be instructed, and our Representatives requested to use all honorable efforts to secure the objects of the above resolutions.

These Resolutions are interesting, in as much as they show the feeling in the State and differ from the opinions of Mr. Benton. Mr. Benton, it seems, by this stands nearly alone in his position on this subject. Whether these will pass both houses of the Legislature is not settled; but there can be no doubt that they will. They passed the Senate—some of the Whigs voting for the 3rd, and 5th. Resolutions. Should they pass Mr. Benton, as a Democrat will deem it his duty to obey instructions or resign.

IMPROVING THE KENEBEC.—The citizens of Augusta, met at the Court House last Saturday week to consult upon this expediency of removing obstructions in the Kennebec River, from Gardner to that place. The Rev. Mr. Drew, was chairman of the meeting. Many citizens were present, and manifested a strong desire to see these obstructions removed. They have resolved to wait no longer for the aid of the General Government; but to rely entirely on private interests, and enterprise. A large committee consisting of the most energetic, business men of Augusta was chosen to examine the obstructions and ascertain the probable cost of removing them, to such an extent as to admit the passage of vessels drawing ten feet of water, and suggest the best manner of providing funds to carry out the design. This enterprise accomplished it would be of great value to the business of Augusta, and the vicinity above. We wish it success.

Dr. Hitchcock's Teeth Almanac.—We thank the Doctor for the two copies of his Almanac, which he sent to us last week. It contains much useful information in a small space; and it should be purchased and read by every person who has Teeth, and is anxious to preserve them. We recommend his Almanac to the Booksellers and the public.

A member of the Hutchinson family, one of the melodeists recently died of Typhus fever.

Congress.—The news from Congress is unimportant. The members seem to be introducing Resolutions on various subjects, and preparing to do business; but as the Session ends on the fourth of March next, it is doubtful whether much is done. One third of the Session has passed, and comparatively nothing has been accomplished. It seems useless to publish proceedings of Congress, or of the Legislature where they have reference only to business in progress, or in an unfinished state. We do not therefore deem it interesting, or expedient, to lay before our readers dry, tedious, monotonous and oft repeated accounts of proceedings which in our opinion are unprofitable. But when a thing has been done, we will give due notice.

The Whigs are praising Congress because the House of Representatives has passed the Bill to have the Presidential Election held on the same day throughout the States. The Whig Senate has once refused the Bill a passage. We hope they intend to do better in future.

On Whig Authority we learn that President Tyler, has nominated Col. A. J. Stone, to be Collector of Bath, and Benj. S. Wiggins, of Bangor Collector of Belfast. We doubt it.

Beware of \$1 Bills on the Shawmut Bank Boston, which have been changed to \$5. The words "One Dollar," have been effaced from the Bill and "Five Dollars" inserted in their stead. It was done by a chemical process and can easily be detected by holding the Bill up to the light.—So says the Boston Post.

Twenty-fifth Legislature.

In Convention of the members elect to the Senate. WEDNESDAY, Jan. 1, 1845.

The Convention was called to order by Mr. Deering of York, on whose motion Mr. Dunn of Cumberland was appointed Chairman.

On motion of Mr. Deering, ordered, that a message be sent to the Governor to inform him that a quorum of the Senators elect are now assembled in the Senate Chamber, and are ready to take and prescribe the oaths required by the constitution.

Mr. Deering was charged with the message, and having attended to the duty assigned him, reported that the Governor was pleased to say that he would attend forthwith for the purpose of qualifying the Senators elect to enter upon their official duties.

The Governor then came in attended by the Council and administered the oaths required by the constitution.

The Governor having retired, on motion of Mr. Rose of Penobscot, ordered, that a committee of three be appointed to receive, sort and count the votes for President of the Senate.

Messrs. Rose, Smiley and Holden were appointed to this Committee, and having attended to that duty reported.

Whole number of votes	22
Necessary to a choice	12
MANLY B. TOWNSEND had	18
Ezekiel Holmes	1
William Frye	1
Edward Swan	1
Blank	1

This report was accepted, and Manly B. Townsend declared duly elected.

Mr. Townsend on taking the chair addressed the Senate as follows:

SENATORS.—Permit me, before entering upon the public duties assigned us, to tender to you my hearty thanks for the partiality accorded to me in being selected to the honorable and responsible task of presiding over your deliberations.

Looking back to the eminent qualifications that have commended my predecessors to this place; I cannot but distrust my own ability to preside at your board in a manner satisfactory to my own judgment and wishes.

Having had but little acquaintance with legislative business and the rules of parliamentary law, I rely much upon the kindness, assistance and forbearance of my associates and co-laborers in the field assigned us, for a successful and speedy termination of our labors. Feeling well assured of the generous aid which your better judgment and experience will furnish to the prompt and patriotic accomplishment of the public trusts temporarily committed to our care, I accept with feelings of gratitude and pleasure the office assigned me, pledging, without partiality, my best judgment and efforts in assisting your labors.

Looking to the Creator of the Universe as the source of all wisdom, light and truth, to strengthen our good purposes, let us each lay aside every interest and consideration which has not for its great and leading motive the advancement, prosperity and happiness of the people of Maine.

On motion Mr. Dunn of Cumberland, Messrs. Dunn, Barnard of Oxford, and Holden of Cumberland, were appointed a Committee to receive, sort and count the votes for Secretary of the Senate, and having attended to that duty reported.

Whole number of votes was	20
Necessary to a choice	11
JAMES O. L. FOSTER had	10
Joseph Burton	1

This report was accepted and Mr. Foster declared duly elected. Mr. Foster was qualified and entered upon the duties of his office.

On motion of Mr. Swan a message was sent to the Governor and Council informing them that the Senate had organized by the choice of Manly B. Townsend as President, and James O. L. Foster as Secretary.

On motion Mr. Rose, ordered, that the Secretary be authorized to employ an Assistant.

On motion Mr. Dunn a message was sent to the House, informing that body that the Senate had organized by the choice of Manly B. Townsend President, and James O. L. Foster Secretary.

On motion of Mr. Skillin of Cumberland, Messrs. Skillin, Holmes of Kennebec, and Wood of York, were appointed a committee to receive,

sort and count the votes for Messenger to the Senate, and having attended to that duty, reported.

Whole number of votes	19
Necessary to a choice	10
BENJAMIN F. CUTTER, had	18
Ebenezer C. Patten,	1

This report was accepted, and Benjamin F. Cutter declared elected.

The Secretary of State came in and laid upon the table the returns of votes cast for Senators the current political year—referred to a committee consisting of Messrs. Deering of York, Skillin of Cumberland, Barnard of Oxford, Rose of Penobscot, Swan of Kennebec, Sargeant of Waldo, Strout of Cumberland, Holmes of Kennebec and Knowlton of Waldo.

On Motion Mr. Deering, ordered, that the rules and Orders of the last Senate be the Rules and Orders of the present Senate until otherwise ordered.

On motion of Mr. Dunn, Ordered, that the Secretary of State be directed to deliver to the Messenger thirty one copies of the Rules and Orders of last year.

On motion of Mr. Rose of Penobscot, Messrs. Rose, Hastings of Washington, and Chadwick of Waldo, were appointed a committee to receive, sort and count the votes for Chaplain to the Senate, and having attended to that duty, declared that the

Whole number of votes	15
Necessary to a choice	8
Rev. John H. Ingraham had	15

This report was accepted, and Mr. Ingraham declared duly elected.

On motion of Mr. Miller, the Messenger was ordered to employ an Assistant.

A message was received from the House, informing the Senate that the House had organized by the choice of Moses McDonald as Speaker, and Samuel Belcher as Clerk.

On motion of Mr. Strout, the Secretary of State was directed to deposit in the archives of the Senate the Journals of the past sessions.

The Secretary of State came in and laid of the table the returns of votes cast for Governor the current political year; referred to a joint select committee, on the part of the Senate, consisting of Messrs. Frye, Pillsbury, Dunn, Warren, Chase, Smiley, Hastings, Holden, Wood, Chadwick and Rose, with such as the House may join.

On motion of Mr. Dunn, ordered, that the Senate hold one session a day till otherwise ordered, commencing at eleven o'clock in the forenoon. Messrs. Rose, Warren and Knowlton, were appointed a committee to wait on the Rev. John H. Ingraham and inform him of his election as Chaplain of the Senate.

On motion of Mr. Chadwick, Messrs. Chadwick, Chase and Shaw were appointed to contract with some suitable person to watch the public buildings.

On motion of Mr. Strout, the Senate adjourned.

WEDNESDAY, Jan. 1, 1845.
In Convention of the members elect, of the House of Representatives.

At 11 o'clock, A. M., the Representatives elect assembled in the Representatives' Hall, and were called to order by Mr. Kelsey of Guilford, on whose nomination Mr. Blaney of Bristol was chosen chairman.

On motion of Mr. Mildram of Wells, a committee, consisting of Messrs. Mildram, Holman of Dixfield, Bean of Belfast, Mower of Vassalboro, and Donnell of Bath, was appointed to receive and examine the credentials of the Representatives elect and ascertain and report whether a quorum be present. The committee subsequently reported that a quorum was present.

On motion of Mr. Allen of Alfred, that gentleman was charged with a message to the Governor and Council, informing that branch that a quorum of the Representatives elect, were present in the Hall of the House, ready to take and subscribe the oaths necessary to qualify them to enter upon the discharge of their official duties; who, having attended to that duty, reported that the Governor returned for answer, that he would forthwith attend in the Hall of the House for that purpose.

The Governor, attended by the Council and Heads of departments, preceded by Col. Bachelor, Sheriff of Kennebec, then came in, and administered to the Representatives elect, the qualifying oaths. The Governor and suit then retired.

On motion of Mr. Kimball of Canton, a committee consisting of Messrs. Kimball, Fall of N. Berwick, Rollins of Dixmont, Barnes of Portland, and Paine of Bangor, was appointed to receive, sort and count the votes for Clerk; who reported the result of the balloting as follows:

Whole number of votes	137
Necessary to a choice	69
Samuel Belcher had	81
Louis O. Cowan	50

Samuel Belcher was declared duly elected, who having signified his acceptance, was qualified by Lot M. Morrill, Esq., Dedimus Potestatum.—The Convention was thus dissolved, and the Clerk presided during the remainder of the organization.

IN HOUSE OF REPRESENTATIVES.
On motion of Mr. Tyler of Weld, Messrs. Tyler, Johnson of Westbrook, Fuller of Freedom, Greene of Topsham, and Perkins of Hallowell, were appointed a committee to receive, sort and count the votes for Speaker. The balloting stood as follows:

Whole number of votes	136
Necessary for a choice	69
Moses McDonald had	86
William Paine	49
Phineas Barnes	1
Scattering	1

Moses McDonald was declared duly elected Speaker, who on taking the chair, addressed the House as follows:

Gentlemen of the House of Representatives.—In entering upon the duties of the station which your partiality has assigned me, allow me to return you my thanks for the confidence reposed, and the distinction conferred.

Respeaking your indulgence for the errors of inexperience, and relying upon your aid to supply deficiency, I cheerfully enter upon the duties of the Chair.

On motion of Mr. Chapman of Nobleborough, that gentleman was charged with a message to the Governor and Council, informing that body of the election of Moses McDonald as Speaker, and Samuel Belcher as Clerk.

On motion of Mr. Gerry of Waterford, a similar message was sent to the Senate.

A message was received from the Senate, informing the House of the organization of that branch by the election of Manly B. Townsend as President, and Jas. O. L. Foster as Secretary.

On motion of Mr. Noyes of Mount Desert, a committee consisting of Messrs. Noyes, Perkins of Augusta, Littlefield of Auburn, Farley of New-castle, and Gilchrist of St. George, was appointed to receive, sort and count the votes for Messenger. The Committee reported

Whole number of votes	132
Necessary to a choice	67
PHILIP PHILLIPS had	93
Ariel Wall	38
Nathaniel Patterson	1

Philip Phillips was accordingly declared elected.

On motion of Mr. Allen of Alfred, a committee consisting of Messrs. Allen, Ames of Thomaston, Simpson of Palmyra, Ellis of Smithfield, and Hodgdon of Eastport, was appointed to receive, sort and count the votes for Assistant Clerk.—The balloting was as follows:

Whole number	135
Necessary to a choice	68
NATHANIEL PATTERSON had	86
Thomas Hovey	49

Nathaniel Patterson was thereupon declared duly elected.

On motion of Mr. Mower of Vassalboro', the rules and orders of the last House were adopted, until otherwise ordered.

On motion of Mr. Fall of North Berwick, the Secretary of State was directed to deposit the spare copies of the Rules and Orders of the last House with the Messenger of the House, for distribution among the members.

On motion of Mr. Mildram of Wells, Ordered, that Messrs. Mildram, Holman of Dixfield, Hovey of Sebec, Mower of Vassalboro', and Neal of Wiscasset, with such as the Senate may join, be a Committee to contract with some suitable person to watch the Public Buildings during the night time, at a compensation not exceeding one dollar per night.

On motion of Mr. Chapman of Nobleboro', Ordered, that the Committee to draft Rules and Orders for the House, be a committee, with such as the Senate may join, to draft joint Rules and Orders for the Government of the two Houses.

On motion of Mr. Prentiss of Lee, Ordered, that the Secretary of State be requested to deposit with the Clerk of the House the Journals of its preceding sessions.

On motion of Mr. Perkins of Augusta, Ordered, that the Clerk of the House be directed to invite the regularly officiating clergymen of Augusta and Hallowell, to officiate as Chaplains of the House, in rotation.

An order from the Senate for the appointment of a Joint Select Committee to count the gubernatorial votes, was passed in concurrence, and the House joined Messrs. Mildram of Wells, Gerry of Waterford, Barnes of Portland, Green of Topsham, Talbot of East Machias, Howe of Readfield, Freeman of Norridgewock, Prentiss of Lee, Haley of Frankfort, Tyler of Weld, Lane of Sangerville, and Pollard of Masardis.

On motion of Mr. Brown of Bluehill, it was Ordered, that the House hold but one session each day, and that the standing hour of adjournment be to ten o'clock A. M., until otherwise ordered.

Adjourned.

TAKEN AT THEIR WORD.

The Whigs have labored long to convince their friends that it was necessary to form a party in the country to oppose foreigners. The honest men in their party have taken them at their word, and have commenced the work of reform by voting against the British whigs of Boston, and have actually twice defeated these alien enemies of the people in their attempt to elect a Mayor and other city officers in that strong hold of "foreign influence."—All right—Age.

The Washington correspondent of the New York True Sun, writes:—Mr. Evans, it is said, is going to retire from the Senate and settle in New York, for the purpose of obtaining a wider field for the practice of his profession.

Gov. Steele, of New Hampshire has vetoed a bill to incorporate the trustees of donations to the Protestant Episcopal Church, on the ground, that it gave partial and special privileges. The vote upon the passage of the bill, when returned to the house, was nays 150, yeas 20.

Texas.—By the Galveston News of the 3rd inst. we learn that two gentlemen, a Mr. Coleman and a Mr. Vail, left Austin for San Antonio a few weeks since. Their horses were found some time after on the prairies dead, and the two persons named above are supposed to have been murdered.

THE INDEPENDENT TREASURY.

The following is a synopsis of the Sub-Treasury bill, which has passed the House of Representatives:

A Bill to provide for the safe keeping, transfer and disbursement of the Public Revenue.

Section 1. Provides for the establishment of a Treasurer at Washington, under the immediate control of the Treasurer.

Sec. 2. The United States Mint in Philadelphia, and the Branch Mint at New Orleans, shall be the places of deposit for the public monies, and the treasurers of these mints shall have power to receive, transfer and emburse such monies.

Sec. 3. That the rooms prepared in the Custom Houses of Boston and New York for the Receiver Generals, shall be the place of deposit.

Sec. 4. That the President shall nominate, and with the consent of the Senate, appoint Receiver Generals of the public money, who shall hold office 4 years, each one of whom shall give bonds, with sureties, for the faithful discharge of their duties.

